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S E C R E T

25X1A

STANDARD OPERATING PROCEDURE

11 October 1963

USAF

H-50-12 *This supercedes SOP H-50-12 dated 18 July 1963.

MOBILE CONTROL DUTY

- I. **PURPOSE:** To establish the procedure and responsibilities to be followed when assigned duty as Mobile Control Officer.
- II. **SCOPE:** The provisions of this SOP are applicable to all pilots who perform duty as Mobile Control Officer. 25X1C
- III. **RESPONSIBILITY:** The Directors of Operation [REDACTED] are responsible for assigning pilots for duty as Mobile Control Officer and insuring that mobile is manned during all take-offs and landings. If for any reason the pilot assigned duty is unable to perform, it will be his responsibility to inform the applicable Director of Operations in ample time so that a replacement can be arranged.
- 25X1C A. [REDACTED] will normally be primary Mobile Control Officer for all flights. [REDACTED] Pilot may be assigned primary Mobile Control Officer for flights with a [REDACTED] in the mission aircraft. [REDACTED] Squadron Commander assumes all responsibility for any incident/accident occurring as a result of supervisory error by the Mobile Control Officer when the primary Mobile Control Officer is a [REDACTED]. 25X1C
- 25X1C IV. **GENERAL:** Whenever possible mobile control will be manned by one [REDACTED] and [REDACTED] one of whom must be current and qualified in mission aircraft. 25X1C
- V. **PROCEDURES:** Mobile Control Officer will:
- A. Whenever possible, attend the mission briefing, and in all cases, be available in the hangar area at least one (1) hour prior to take-off time.
- B. Pick up the flight packet from the briefing room, check its completeness, and place it and the master watch in the cockpit.
- C. Check the mobile control and associated equipment for adequacy and proper operation.
- (1) Insure that the following items are available:
- (a) Flight Handbook
 - (b) UHF channelization listing
 - (c) Flashlight, for night operations
 - (d) Field glasses
 - (e) Fire extinguisher
 - (f) Flare pistol and an adequate supply of flares

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D. Perform aircraft and cockpit pre-flight.

E. After pilot leading:

- (1) Check that pilots flight packet and hack watch are in the acft.
- (2) Monitor each item on the checklist as the pilot performs his cockpit check.

F. After engine start:

- (1) Monitor taxi out and check that the area overhead is clear for take-off.
- (2) Monitor runway activity and tower channel until the pages have been picked up and maintenance has cleared the runway, then inform the tower that runway is clear and switch to tactical frequency.
- (3) After verifying contact on tactical frequency, the Mobile Control Officer will return to the hangar and check in with the Director of Operations/
[REDACTED] Operations Officer.

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G. During the flight:

- (1) To the extent possible during training and maintenance missions, the Mobile Control Officer will be present in the Command Post except when physically manning mobile control. In no instance will the Mobile Control Officer leave the immediate operations area without specific approval of the Director of Operations, [REDACTED] Operations Officer.
- (2) During operational missions, Mobile Control Officer will not be permitted in the command post unless specifically granted access by the Director of Operations. He will, however, remain in the immediate vicinity to be available for consultation/advise.

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H. During landing phase:

- (1) Monitor the radio in the mobile vehicle 20 minutes prior to intended landing time, or whenever man acft is under Tower or GCA control. If the mobile becomes inoperative the Life Support Vehicle, with UHF capability, will act as back-up. The Life Support Vehicle call sign is [REDACTED] and monitors tower frequency during takeoffs and landings.
- (2) Observe landing pattern approach and touchdown and issue advisories as necessary. Make appropriate entries in the mobile log and return the log to Navigation.
- (3) After landing is completed, advise the tower when runway is clear, and secure the mobile control vehicle and its contents.
- (4) Attend debriefing, whenever possible, and critique the pilot after normal debriefing is completed.

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[REDACTED]
Detachment Commander